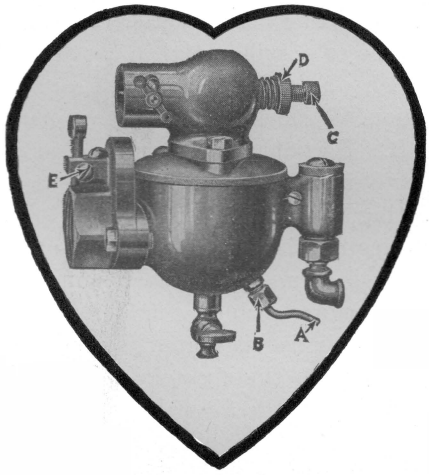
# The Schebler Carburetor

## THE MODEL "D"

# Schebler Carburetor




THE MODEL D is the original Schebler Carburetor, simple of adjustment, and is especially adapted for marine motors, single or double opposed motors, stationary engines, and all motors where extreme low throttling conditions are not required. This carburetor is made standard with the shutter air valve in the 1-inch and 1¼-inch sizes. The ¾-inch, 1½-inch and 2-inch sizes are standard with the flusher in the lid. If required other than standard, special instructions should be given on the order.

The air intake and throttle are interchangeable, and connections can be made to either vertical or horizontal manifods. The standard carburetor has the slide disk throttle in the horizontal position. There are a number of different type butterfly throttles made for the Model D carburetor. The standard butterfly throttle has the standard iron pipe thread. This carburetor is manufactued in standard iron pipe sizes, viz.: ½-inch, ¾-inch, 1-inch, 1¼-inch, 1½-inch and 2-inch.

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**Manufactured by WHEELER & SCHEBLER, Indianapolis, Ind.**

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## Instructions for Connecting and Adjusting Model "D"

CONNECT carburetor to intake pipe so that it sets about six inches below bottom of gasoline tank, that the bowl may be filled by gravity. For best results, the carburetor should be as close to the cylinder as possible, and in case of multiple cylinders, equidistant from each one. Connect a pipe or tube from gasoline tank to gasoline union. Pipe to be brass or copper and not less than ⅛-inch hole. (N. B. Do not use rubber tube, as float chamber will not fill properly and rubber makes a sediment in gasoline.) Be sure before connecting, that the gasoline tank has no scrapings, filings or other particles of dirt on the bottom, and that the tube or pipe is thoroughly free from dirt or corrosion.

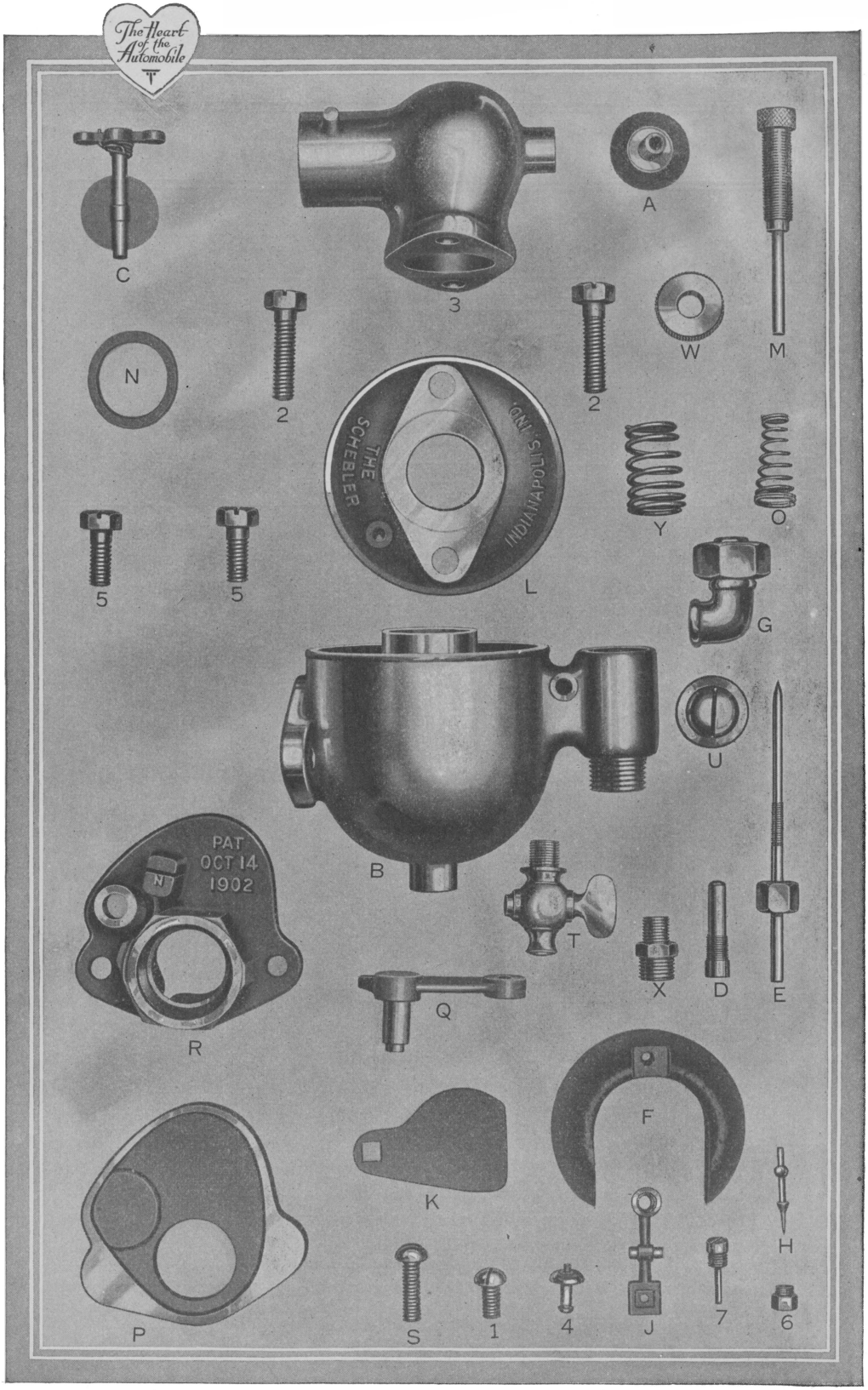
After all connections are properly made, see that air valve seats lightly, but firmly. This is regulated by adjusting screw "C." Turning adjusting screw to the right increases, and turning to the left decreases the tension of the air valve spring. The needle valve "A" should be closed and then opened about three-quarters of a turn.

The carburetor is now to be adjusted for low speed. Retard spark and open throttle about one-fourth. Turn on gasoline, and increase the supply of gasoline until the engine runs smoothly without missing. The throttle should be set by screw "E" to prevent closing completely.

In making adjustment for high speed, open throttle wide and advance spark about one-quarter, and if the engine does not run smoothly, but backfires, it indicates that the tension of the air valve spring is too weak. If, after two complete turns of adjusing screw "C" to the right, the irregularity is not eliminated, give the needle valve "A" about one-tenth of a turn to the left which gives the mixture just a trifle more gasoline.

After these adjustments are made, tighten the lock nut "D" on adjusting screw "C," also the packing nut "B" on needle valve, and the carburetor should require no further attention.

NOTE.— On account of the large amount of sediment and water which is in all gasoline and which causes most of the so-called "carburetor trouble," we advise the use of a gasoline strainer.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# The Schebler Carburetor

## Price List of Carburetors

| MODEL | SIZE | PRICE |
|---|---|---|
| D | ½ inch | $ 9 75 |
| D | ¾ inch | 11 25 |
| D | 1 inch | 12 00 |
| D | 1¼ inch | 12 75 |
| D | 1½ inch | 16 50 |
| D | 2 inch | 33 00 |

**PRICE LIST OF PARTS.**

| Symbol | NAME | ½" ¾" 1" 1¼" | 1½" | 2" |
|---|---|---|---|---|
| | Air Valve Complete | $4 00 | $5 00 | $8 00 |
| | Bowl Complete | 9 00 | 12 00 | 22 00 |
| | Throttle Complete | 4 00 | 6 00 | 9 00 |
| A | Leather Air Valve Disk | 20 | 20 | 50 |
| B | Bowl Casting | 6 00 | 9 00 | 17 00 |
| C | Butterfly Shutter Complete | 50 | 50 | 50 |
| D | Spray Nozzle | 20 | 20 | 20 |
| E | Needle Valve | 20 | 20 | 20 |
| F | Cork Float | 50 | 50 | 2 00 |
| G | Gasoline Union | 30 | 30 | 30 |
| H | Float Valve | 20 | 20 | 20 |
| J | Float Lever | 20 | 20 | 20 |
| K | Throttle Disk | 10 | 10 | 10 |
| L | Lid | 2 00 | 3 00 | 4 00 |
| M | Air Valve Adjusting Screw | 20 | 20 | 30 |
| N | Cork Gasket for Lid | 10 | 10 | 10 |
| O | Air Valve Spring | 10 | 10 | 10 |
| P | Throttle Back | 1 50 | 2 00 | 3 00 |
| Q | Throttle Lever | 40 | 40 | 40 |
| R | Throttle Front with Pipe Thread | 2 00 | 3 50 | 5 50 |
| S | Throttle Stop Screw | 10 | 10 | 10 |
| T | Drain Cock | 40 | 40 | 40 |
| U | Bowl Cap | 30 | 30 | 30 |
| V | Flusher | 50 | 50 | 50 |
| W | Lock Nut for Adjusting Screw | 10 | 10 | 10 |
| X | Needle Valve Connection | 20 | 20 | 20 |
| Y | Lock Spring for Adjusting Screw | 10 | 10 | .. |
| 1 | Throttle Stop Lock Screw | 10 | 10 | 10 |
| 2 | Air Valve Cap Screw | 10 | 10 | 20 |
| 3 | Air Valve Casting | 3 00 | 4 00 | 7 00 |
| 4 | Float Washer Screw | 20 | 20 | 20 |
| 5 | Throttle Cap Screw | 10 | 10 | 20 |
| 6 | Float Valve Retainer Nut | 10 | 10 | 10 |
| 7 | Float Lever Screw | 10 | 10 | 10 |

NOTE:—When ordering parts, always state size and model carburetor for which they are wanted.

Owing to the number of orders that we receive for parts and the small amount of money involved, we request the remittance be mailed with the order. We cannot guarantee delivery of packages sent ordinary mail. In order to insure against loss, add 10 cents for registration fee.